

BookletChart™

Bering Sea – Southern Part

NOAA Chart 513

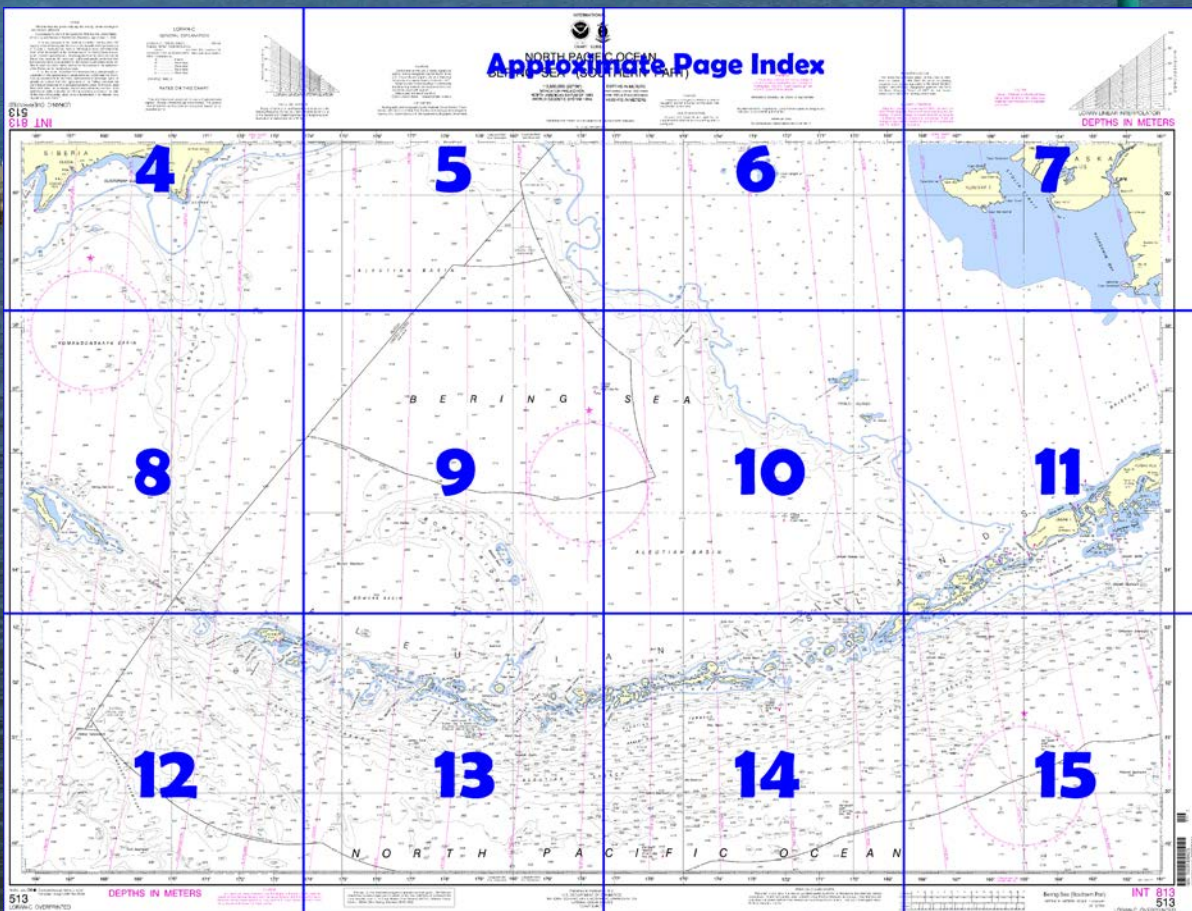


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

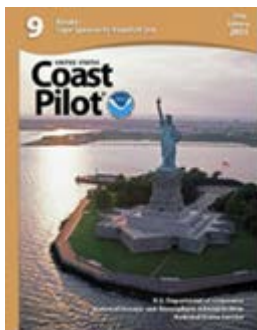
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/ncd/coastpilot_w.php?book=9.



(Selected Excerpts from Coast Pilot)

Aleutian Islands, extending in a 900-mile arc from Unimak Island to Attu Island, are a westward continuation of the Alaska Peninsula and form the southern limit of the Bering Sea. The most important groups of islands in the chain are Fox Islands, Islands of the Four Mountains, Andreanof Islands, Rat Islands, and Near Islands. Most of the islands are mountainous; the coasts are bluff and exposed; the shores are bold, with many off-lying islets, rocks and

reefs; the beaches are rocky and narrow; and the water is usually deep close to shore. As a rule, seabottom features are similar to those of the adjacent land.

Anchorage.—Most of the larger islands in the Aleutians provide some sheltered anchorages as mentioned in the text for the individual places. The better known harbors are: Akutan Harbor on Akutan Island, Dutch Harbor on Unalaska Island, Nazan Bay on Atka Island, Kuluk Bay on Adak Island, Constantine Harbor on Amchitka Island, Kiska Harbor on Kiska Island, and Massacre Bay on Attu Island.

Dangers.—Nearly all beaches in the Aleutian Islands present natural obstacles to landing. The shores are generally precipitous; the breakers are heavy and in many cases the approaches are filled with jagged rocks and kelp beds which are unusually abundant in the Aleutians; in winter, the kelp disappears entirely. Sand beaches are rare; usually being found only at the heads of bays; and in no case does a beach extend more than 50 yards inland from the high-water line.

When heavy swells and seas are encountered along a beach, a landing in a small boat should not be attempted as there are strong and dangerous undertows accompanied by variable currents. In addition to the lack of surveys, navigation in this region is made difficult by the prevailing thick weather and further by the lack of knowledge of the currents which attain considerable velocity at times.

Weather, Aleutian Islands.—The weather of the Aleutians is characterized by persistently overcast skies, strong winds, and violent storms. It is often variable and quite local. Clear weather is seldom encountered over a large area. North shores are usually better off than South ones. The winter temperatures are moderated by the relatively warm waters of the Japan Current, so the islands are usually free from ice, which would hamper navigation. At Adak, overcast conditions average nearly 75% of the time during June and July, dropping back to approximately 50% of the time from October through February. Winds are variable, local, and often strong. From the Fox Islands to the Andreanof Islands, SW through NW winds are the most common except in midwinter, when winds from all directions are frequent. There are numerous local variations to this general flow. On Unimak Island, southeasterlies are common in midwinter. Southeasterlies are also prevalent on the N side of Unalaska Island from November through February. At Atka, NW winds are frequent year round. Williwaws and intense lows bring gales from October through March. Winds have climbed to 65 knots at Dutch Harbor, and to 74 knots on Unimak Island. A peak gust of 109 knots occurred at Adak in March 1954. Gales occur in all months of the year at Adak with the greatest chance from December through March.

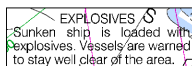
In the W Aleutians over the Rat and Near Islands, winds are also strong and variable. From about April through November, south through NW winds are common, while N through SE winds blow frequently in winter. Williwaws can be violent; windspeeds reached 91 knots at Attu one February.

In the Aleutians, about 30 to 75 inches (762 to 1905 mm) of precipitation occurs on 200 to more than 300 days. This means there are a lot of days with snow and drizzle. For example, at Adak, there is an average of 341 days with measurable precipitation, and better than 72 percent of those see 0.1 inch (2.54 mm) or more measured. Winter is the wettest season and November, the wettest month. Adak averages over 61 inches (1549 mm) of precipitation a year with the extremes of nearly 93 inches (2362 mm) in 1954 and 37.37 inches (949.2) in 1960. In general, precipitation increases W along the chain, but exposure can have some influence on larger islands.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau Commander
17th CG District (907) 463-2000
Juneau, Alaska

Table of Selected Chart Notes



Sunken ship is loaded with explosives. Vessels are warned to stay well clear of the area.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Danger, Prohibited, and Restricted Areas falling within the limits of the larger scale charts are shown thereon and not repeated on this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

International boundary as shown is approximate.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

MAGNETIC VARIATION

Magnetic variation curves are for 2004 derived from 2000 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

ABBREVIATIONS

For Symbols and Abbreviations see Chart No. 1

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL

9990.....99,900 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 9990-X

RATES ON THIS CHART

9990-X 9990-Y 9990-Z

This chart has been prepared for use with ground wave signals. Skyway corrections are not provided. The Loran-C lines of position on this chart are computed based on all seawater paths.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the National Geospatial-Intelligence Agency, U.S. Coast Guard, and the Japanese Hydrographic Department.

NOTE B

Maritime boundary provisionally applied pending formal exchange of instruments of ratification.

According to Article 3 of the Agreement Between the United States of America and Russia on the Maritime Boundary, signed June 1, 1990:

"1. In any area east of the maritime boundary that lies within 200 nautical miles of the baseline from which the breadth of the territorial sea of Russia is measured but beyond 200 nautical miles of the baselines from which the breadth of the territorial sea of the United States is measured ("eastern special area"), Russia agrees that henceforth the United States may exercise the sovereign rights and jurisdiction derived from exclusive economic zone jurisdiction that Russia would otherwise be entitled to exercise under international law in the absence of the agreement of the Parties on the maritime boundary...

3. to the extent that either Party exercises the sovereign rights or jurisdiction in the special area or areas on its side of the maritime boundary as provided for in this Article, such exercise of sovereign rights or jurisdiction derives from the agreement of the Parties and does not constitute an extension of its exclusive economic zone. To this end, each Party shall take the necessary steps to ensure that any exercise on its part of such rights or jurisdiction in the special area or areas on its side of the maritime boundary shall be so characterized in its relevant laws, regulations, and charts."

DOUBTFUL DATA: Reported but unconfirmed depths or dangers are indicated by an encircling dotted line.

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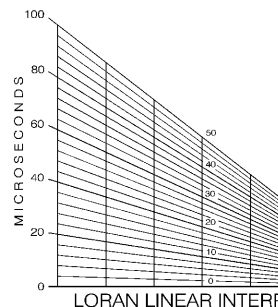
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

EXAMPLE: 9990-X

RATES ON THIS CHART

9990-X 9990-Y 9990-Z

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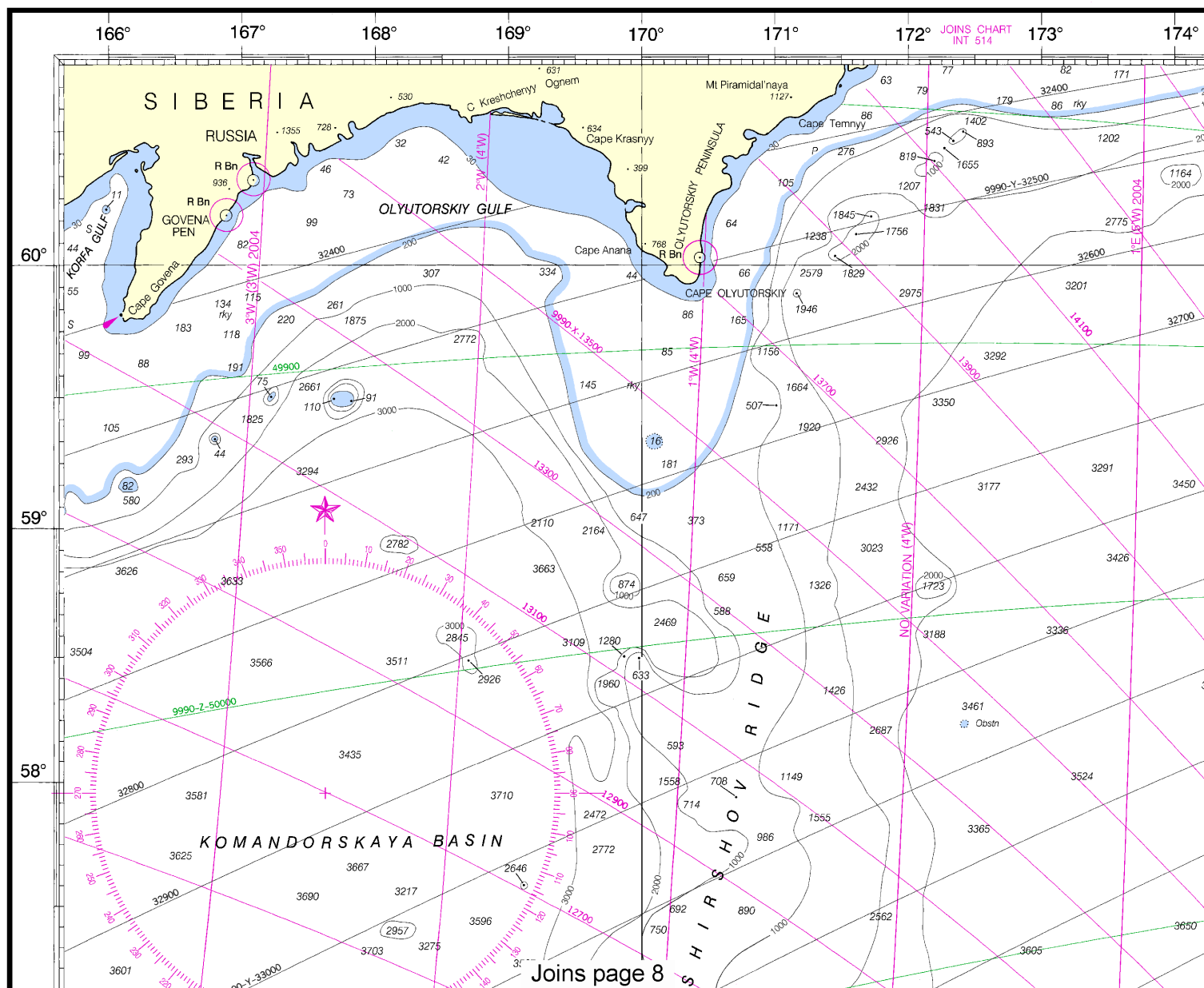
POLLUTION REPORTS

Report all spills of oil and hazardous substance to the nearest U.S. Coast Guard facility if telephonic communication is impossible (33 CFR 153).

LORAN-C OVERPRINTED

513

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Joins page 8

4

Note: Chart grid lines are aligned with true north.

INTERNATIONAL



CHART SERIES

NORTH PACIFIC OCEAN BERING SEA (SOUTHERN PART)

1:3,500,000 (22°30')
MERCATOR PROJECTION
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)

DEPTHS IN
METERS
Depth contour interval
(Under 1000, at 30 m)
HEIGHTS IN
FEET

CAUTION

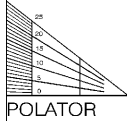
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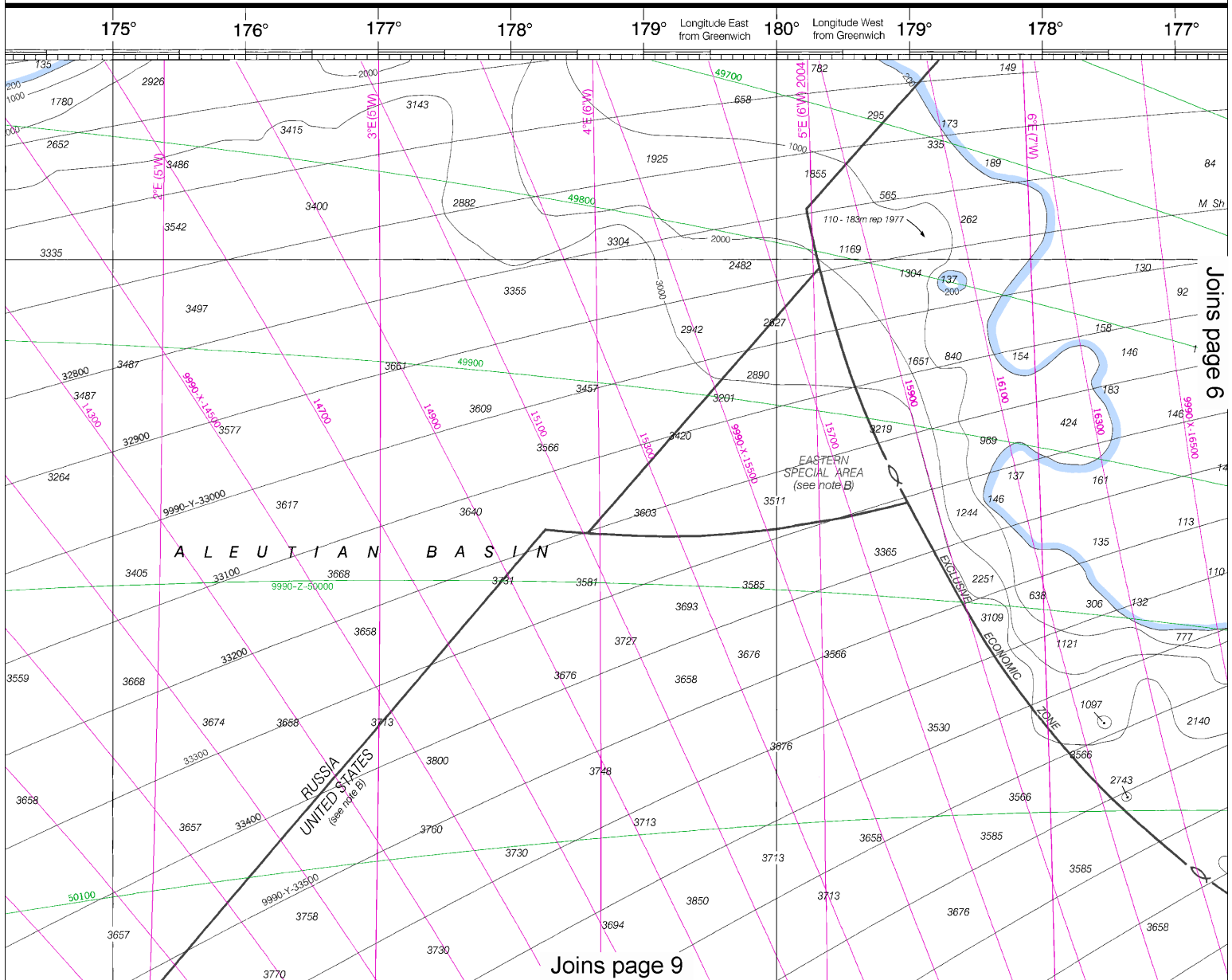
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the National Geospatial-Intelligence Agency, U.S. Coast Guard, and the Japanese Hydrographic Department.

Additional Information can be obtained at nauticalcharts.noaa.gov

1st Ed., Jan. 1976 KAPP 2403



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This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:4666667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



CHART SERIES

PACIFIC OCEAN (SOUTHERN PART)

DEPTHS IN METERS
Depth contour interval, 1000 meters
(Under 1000, at 30 and 200 meters)

OF 1983
(M 1984)

HEIGHTS IN METERS

CAUTION

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AIDS TO NAVIGATION

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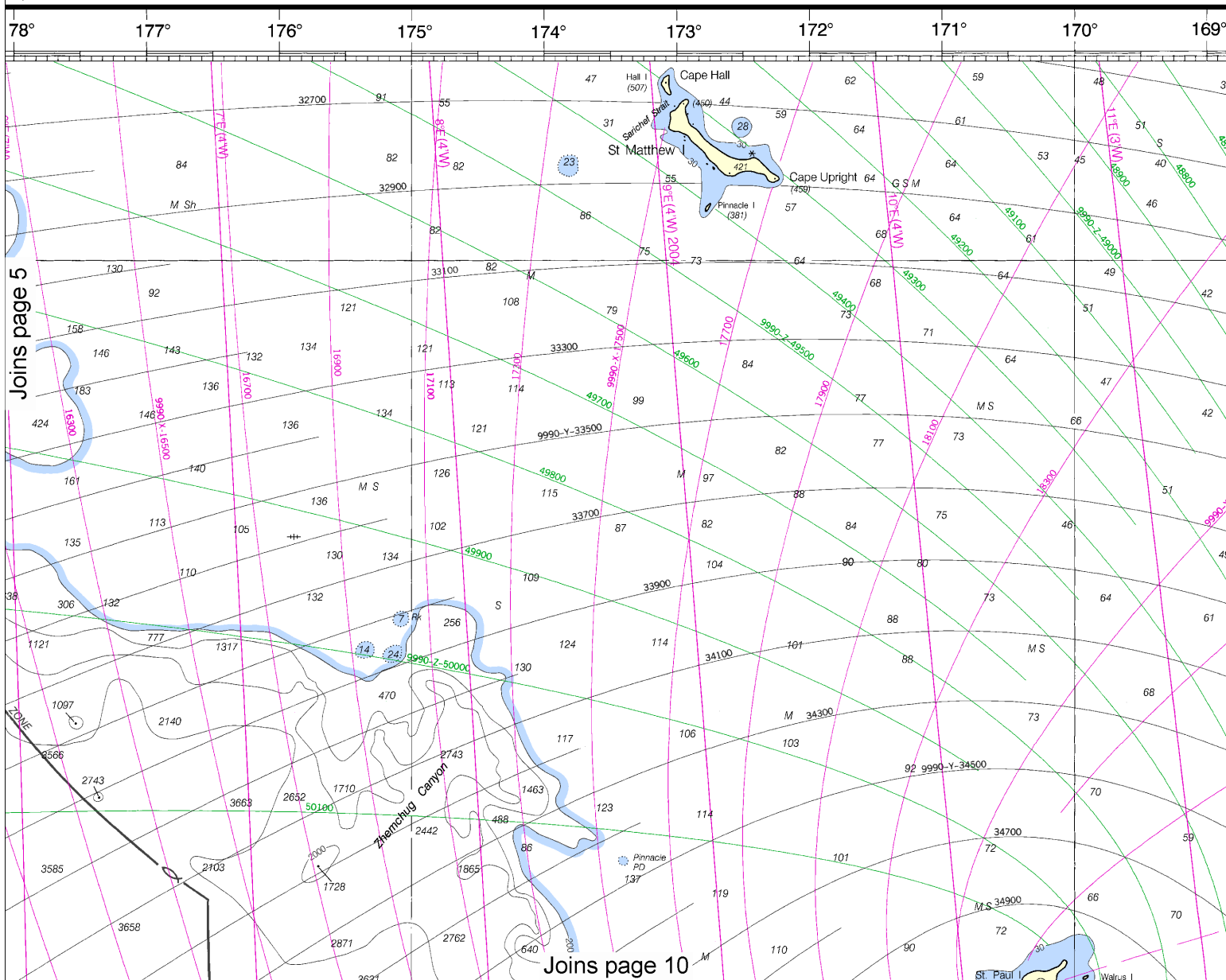
For Symbols and Abbreviations see Chart No. 1

Can be obtained at nauticalcharts.noaa.gov.

Ed., Jan. 1976 KAPP 2403

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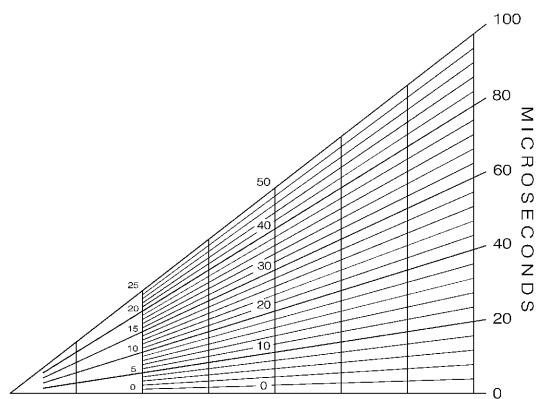
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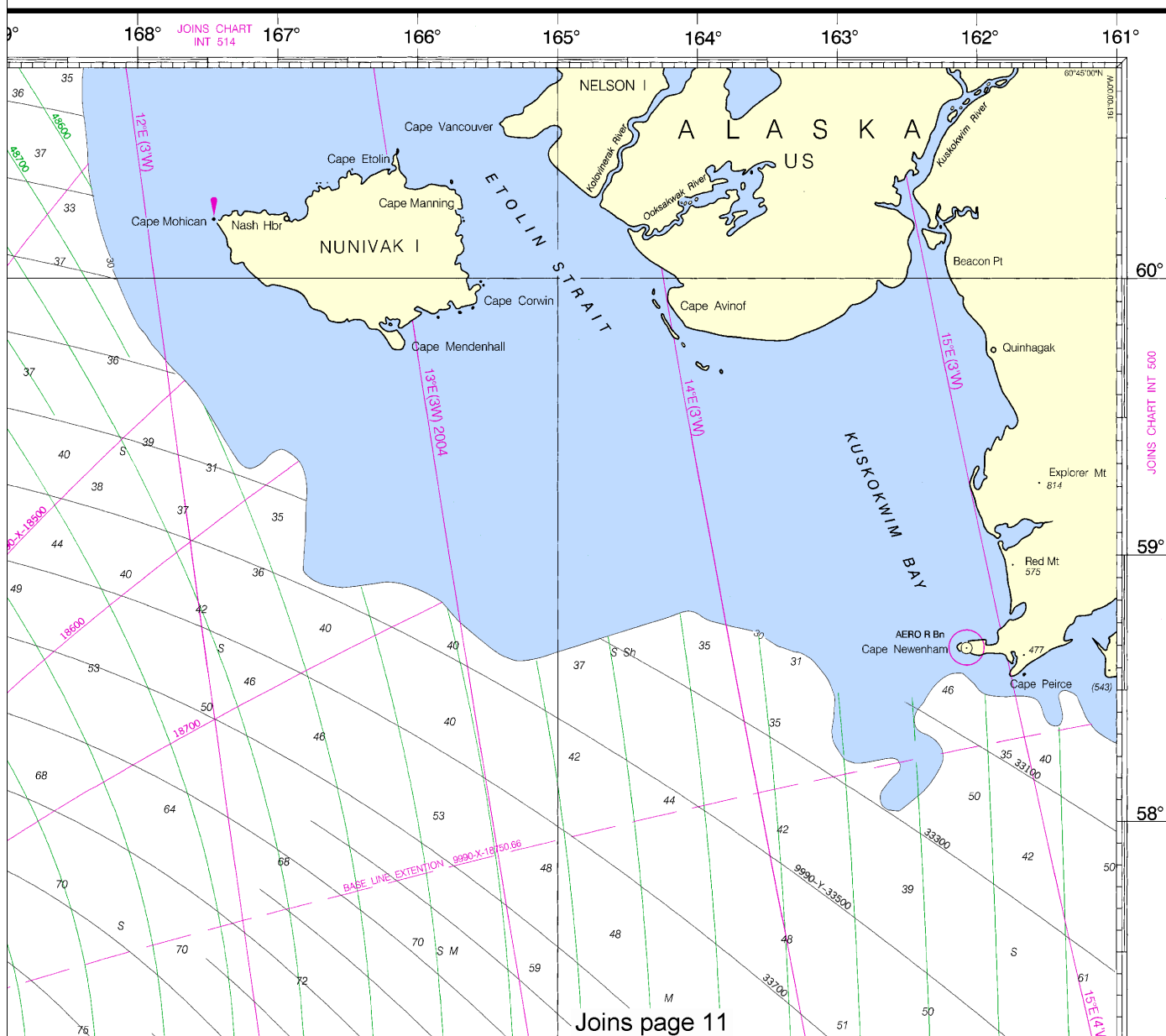
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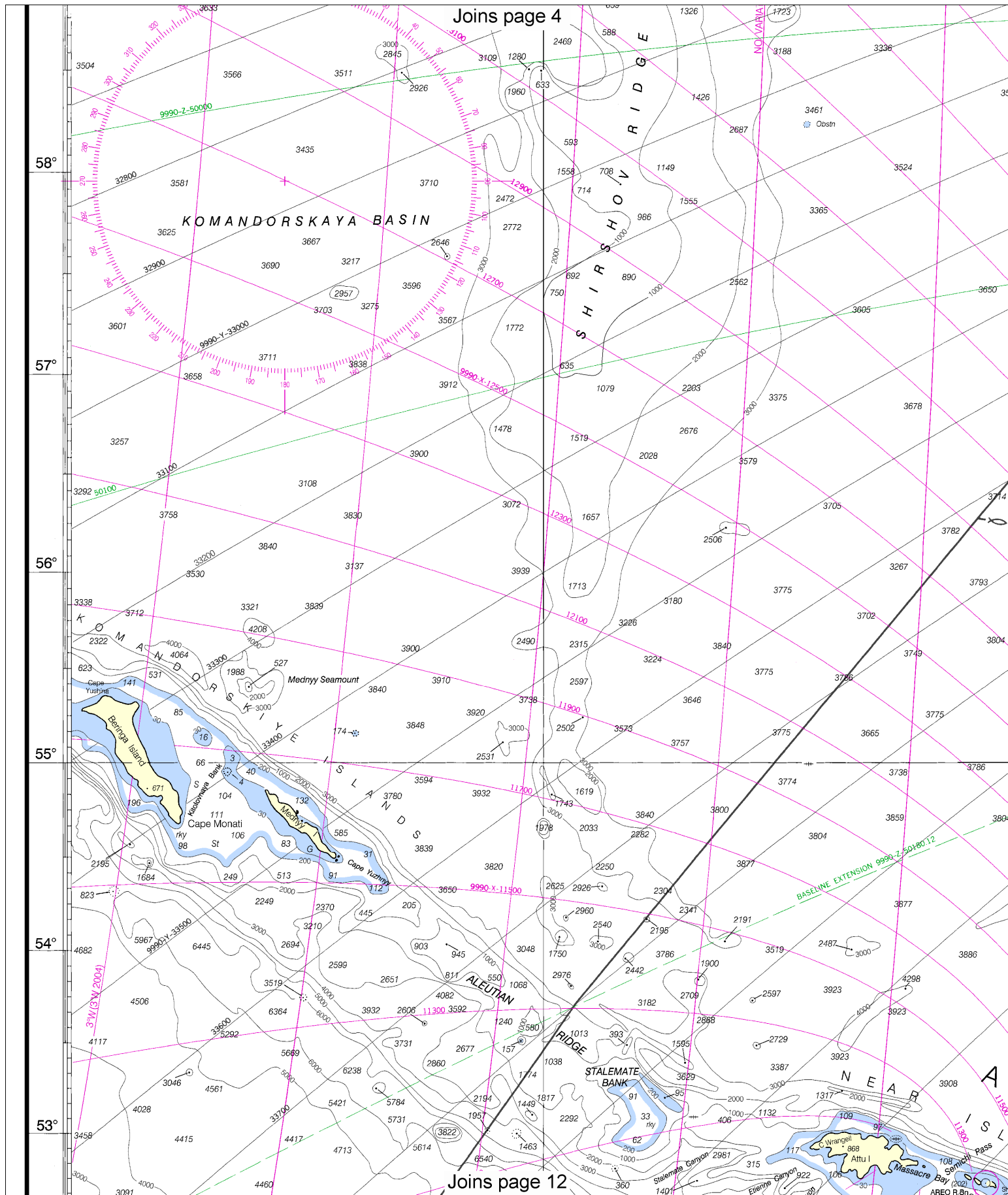


LORAN LINEAR INTERPOLATOR
DEPTHS IN METERS



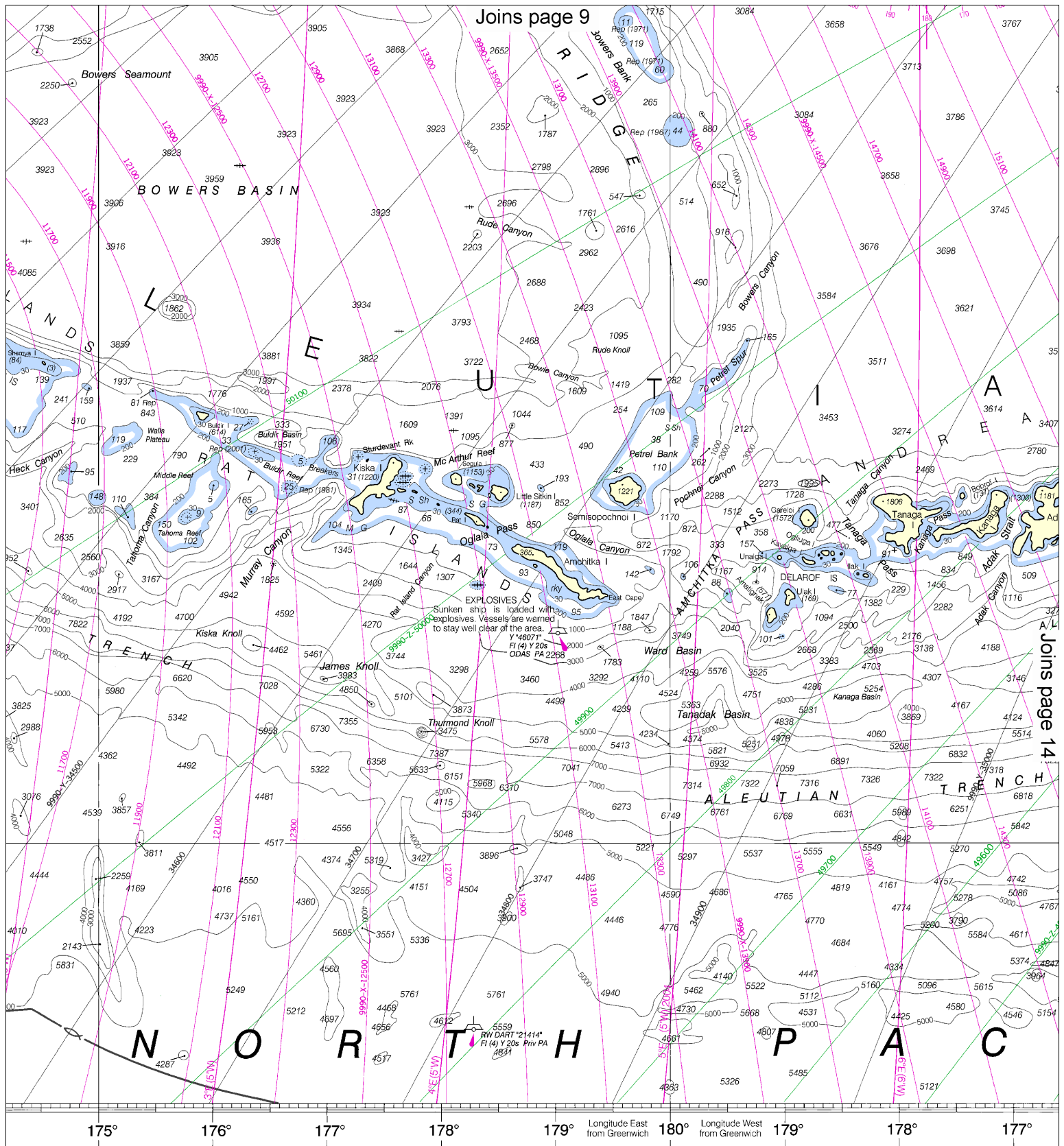
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This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
 NGA Weekly Notice to Mariners: 4812 12/1/2012,
 Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



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Note: Chart grid lines are aligned with true north.

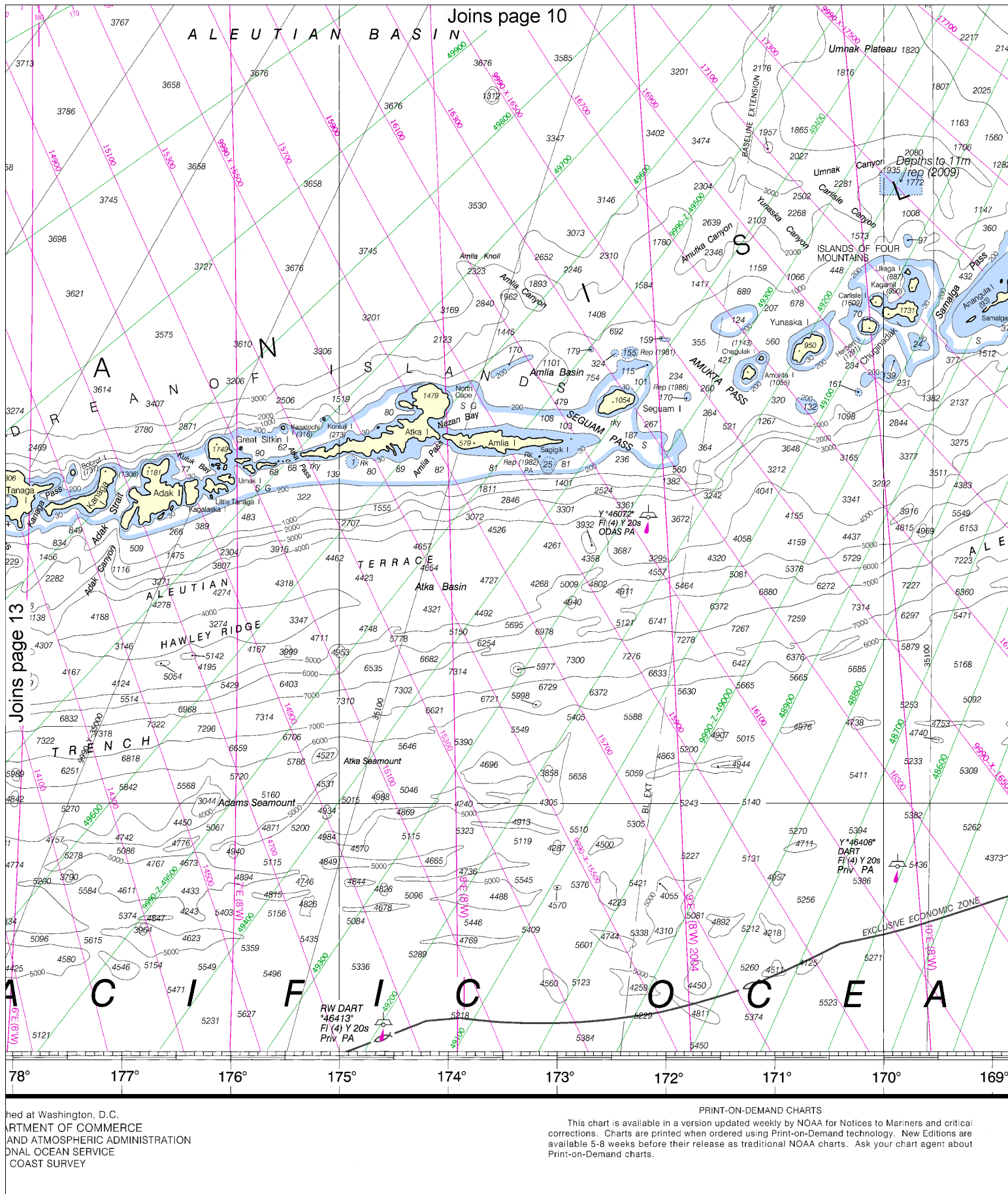


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Joins page 14

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

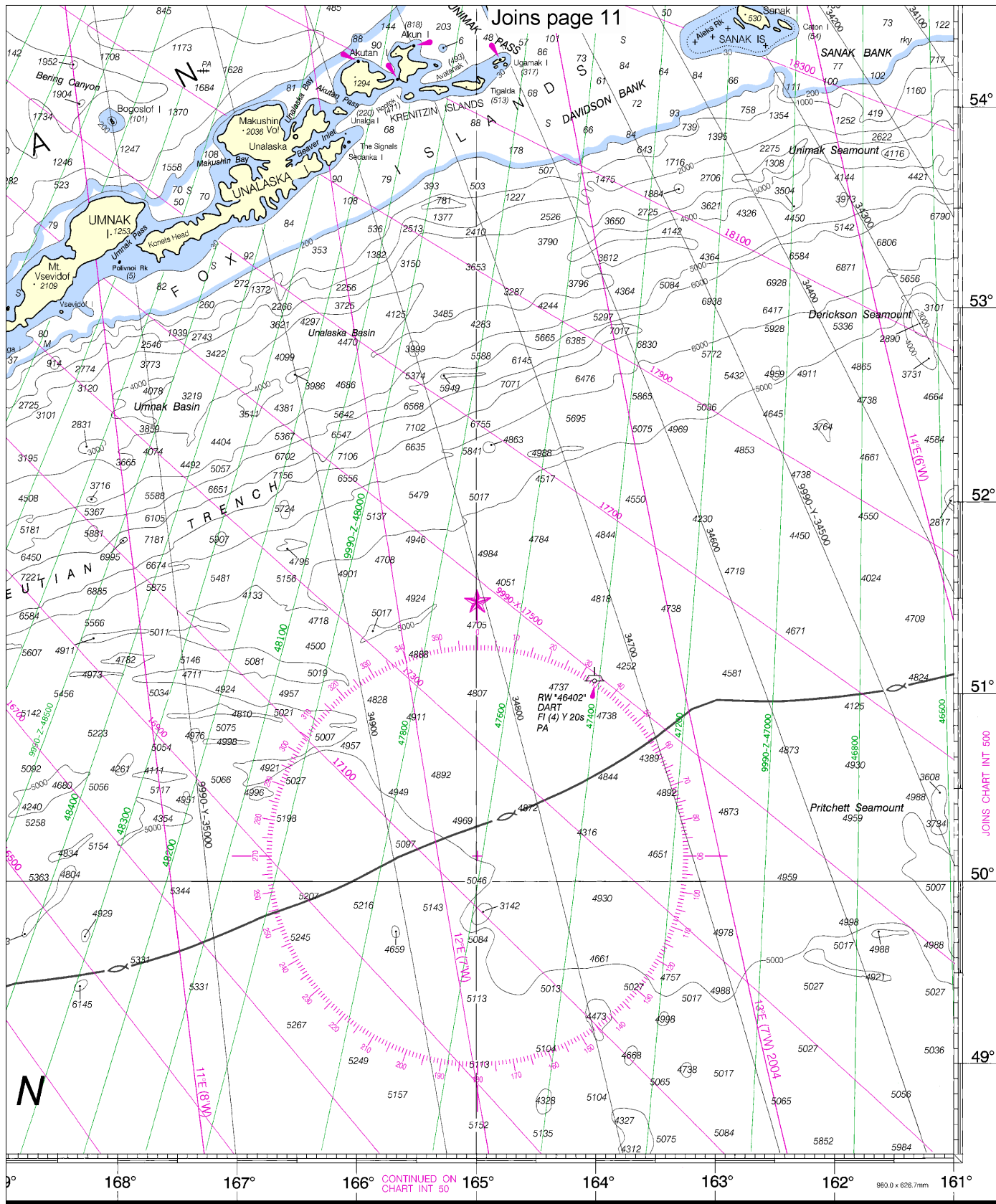
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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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PRINT-ON-DEMAND CHARTS
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

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FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Bering Sea (Southern Part)
 DEPTHS IN METERS - SCALE 1:3,500,000
 (AT 22°30')

INT 813
513
 LORAN-C OVERPRINTED



ED. NO. 7



NSN 7642014009473
 NGA REFERENCE NO. WOPGN513



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

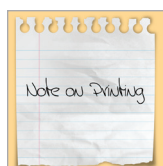
<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker